


# PUBLIC HEARING COSTA MESA COMMENTS (PH-CM)

PH-CM1

PH-CM1 Continued



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☒ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <i>Patricia Carlson</i>	
Organization:	
Address (Optional): <i>2375 Colgate Drive CA 92626</i>	
Phone Number:	Email address:

Comments: *Carpool lanes and toll lanes are very controversial. I think all the lanes should be available to all the people all the time. We have on the 91 freeway and bus car-pooling on special lanes while the express lanes are nearly empty. \* even California is broke. The money projected from MA did not materialize - see your #17 on F&Q's - I do not wish to pay more taxes. This is the longest project for the longest time. It will not do anything to help the residents of Costa Mesa*

(Space for comments continued on reverse)

*Carpool lanes could be operational at specified times of the day, perhaps 6:00 - 9:00 AM and 4:00 to 6:00 PM. and then left open the rest of the time.*

Please use another sheet if you need more space for your comments.


**To submit completed response sheets, please return to staff member, place in the comment box or mail by July 2, 2012 to:**  
 Ms. Smita Deshpande  
 Branch Chief – Caltrans District 12  
 "Attn: 405 DEIR-DEIS Comment Period"  
 2201 Dupont Drive, Suite 200  
 Irvine, CA 92612

**For more information on the I-405 Improvement Project, please contact:**  
 Christina Byrne, Outreach Manager  
 (714) 560-5717  
[www.octa.net/405Improvement](http://www.octa.net/405Improvement)  
[www.facebook.com/405Improvement](http://www.facebook.com/405Improvement)

**Responses may also be emailed to:**  
[405.deircomments.parsons@parsons.com](mailto:405.deircomments.parsons@parsons.com)



## PH-CM2

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Tim Chervenak  
Organization: \_\_\_\_\_  
Address (Optional): 1048 Concord ST CM  
Phone Number: 714-966-6693 Email address: Tchervenak@scg/dba.net

Comments: Option 2 makes sense  
No option 3 - not enough benefit,  
Too disruptive,  
- don't use our tax dollars  
To build Toll lanes that  
you will charge me to use

(Space for comments continued on reverse)

## PH-CM3

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Claydon  
Organization: \_\_\_\_\_  
Address (Optional): \_\_\_\_\_  
Phone Number: \_\_\_\_\_ Email address: \_\_\_\_\_

Comments: No on Alt. 3  
My grandson got sinus infections  
from construction to the point of  
getting surgery. who takes care  
of that cost, and the rest of his  
life he had to take steroids.


(Space for comments continued on reverse)



PH-CM4

PH-CM5



## I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Elaine Deblasca</u>	
Organization: _____	
Address (Optional): <u>Costa Mesa, CA 92626</u>	
Phone Number: _____	Email address: _____

Comments: The whole project, Option 1, 2, 3 should be dropped. The state does not have the money!! I am tired of paying taxes (state & federal) that ruin the city.  
I can drive the 405 in 18 mins even on a bad day

(Space for comments continued on reverse)



## I-405 Improvement Project Public Hearing Comment Sheet

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>John Feeney</u>	
Organization: _____	
Address (Optional): <u>1154 Dorset Lane Costa Mesa, CA 92626</u>	
Phone Number: <u>714-559-1655</u>	Email address: <u>JWFFesbcg@aol.com</u>

Comments: You people are going to trash our Mesa North neighborhood and the only reason is money. You have absolutely no respect for the people who live in the north part of Costa Mesa. OCTA and the sissies on the OCTA Board are a plague in our city. Not letting us speak at this meeting indicates a dictatorship!


(Space for comments continued on reverse)

*John Feeney*



## PH-CM6

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Kelly Gillis  
Organization: \_\_\_\_\_  
Address (Optional): \_\_\_\_\_  
Phone Number: \_\_\_\_\_ Email address: kellyd.gillis@gmail.com

Comments: Please put the local interchange exhibits online. } 1

(Space for comments continued on reverse)

## PH-CM7

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Charlotte Graham  
Organization: n/a  
Address (Optional): 1140 Corona Lane, C.M.  
Phone Number: \_\_\_\_\_ Email address: \_\_\_\_\_

Comments: As an employee of the LA Co. Fire Dept. and ~~an~~ an owner of rental property in the San Fernando Valley - I am intimately aware of the immense traffic issues along the entire 405 corridor. Air traffic along the OC portion of the 405, south of Long Beach, pales in comparison to the LB/South Bay/Westside/Valley portions. Nevertheless, I am completely in favor of any and all potential improvements to the 405 in the OC. I voted YES on Measure M twice - and want additional lanes! However - I do not support Alternative 3 for the current project. → } 1

(Space for comments continued on reverse)



PH-CM7 Continued

Alt. 3 provides additional HOV lanes (and income-generation) which will benefit far fewer commuters on the daily drive and mostly help travelling commuters passing through. I use the 405 almost daily, as does my husband, but we rarely get to use the carpool lane. Lets face it - we Californians love our cars! and we don't carpool.

Any improvements to the 405 should benefit the maximum amount of commuters, not just those carpooling or who can afford to pay to commute "traffic-free".


Please use another sheet if you need more space for your comments.

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Branch Chief - Caltrans District 12  
"Attn: 405 DEIR-DEIS Comment Period"  
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PH-CM8

 **I-405 Improvement Project**  
**Public Hearing**  
**Comment Sheet**

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Name (First and Last): Sheila Koff  
Organization: \_\_\_\_\_  
Address (Optional): \_\_\_\_\_  
Phone Number: 949.675.3955 Email address: SheilaKoff@gmail.com


Comments: Why is there NEVER AN option OR voice for "SLOW GROWTH"? <sup>SILENT</sup> POLITICIANS SAT Among us AS "go-fers" for developers who keep Building outward. We need to say NO-MORE! OR ELSE Grid-LOCK <sup>WILL CONTINUE TO BE</sup> OUR GRIEF, America's ANSWER TO SLOW-GROWTH. SOMEHOW THOSE "HIT TWICE" BY NEXT STAGE CONSTRUCTION SHOULD BE FINANCIALLY ASSISTED-- AT LEAST FOR THEIR Suffering!

(Space for comments continued on reverse)



PH-CM9

 **I-405 Improvement Project  
Public Hearing  
Comment Sheet**

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Name (First and Last): Wendy Leese, Council Woman  
 Organization: City of Costa Mesa  
 Address (Optional): 1804 Capetown CM 92627  
 Phone Number: \_\_\_\_\_ Email address: \_\_\_\_\_

Comments: This is an expensive venture when  
the State is broke Costa Mesa  
residents are speaking LOUDLY —  
They do not want this intrusion —

(Space for comments continued on reverse)

PH-CM10

 **I-405 Improvement Project  
Public Hearing  
Comment Sheet**

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Name (First and Last): Kim Multer  
 Organization: \_\_\_\_\_  
 Address (Optional): \_\_\_\_\_  
 Phone Number: \_\_\_\_\_ Email address: \_\_\_\_\_


Comments: No Alternative 3, No "Lexus"  
Lane — It is Not an alternative  
I will be active in Voting out  
any OCTA Board member that  
voted for Alternative 3  
We as voters do not vote for class  
diffraction Lexus Toll versus common  
citizens

(Space for comments continued on reverse)



PH-CM11



## I-405 Improvement Project Public Hearing Comment Sheet

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Name (First and Last): <u>MARK POWERS</u>	
Organization:	
Address (Optional):	
Phone Number:	Email address: <u>markpowers80@gmail.com</u>


Comments: Turning one HOV lane into two Express lanes will result in ZERO HOV lanes, like the 91 Freeway. While the transit signage suggests that 3+ occupants can use the 91 Express lanes, I am afraid to get a ticket BECAUSE THE SITUATION IS NOT CLEAR. I believe the same will happen to I-405.

I OPPOSE ALTERNATIVE 3!

(Space for comments continued on reverse)

PH-CM12



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Name (First and Last): <u>Beth Refaels</u>	
Organization:	
Address (Optional):	
Phone Number:	Email address:

Comments: Under Alternative 3 – The negative impact on businesses located in Costa Mesa due to a lack of entrances & exits of toll lanes. In addition, drivers will be required to take routes that are indirect resulting in increased travel time which may result in shopping in Costa Mesa.


Alternative 3 has no benefit to Costa Mesa residents \$400 million to save 1 minute in G Planes is not an effective use of taxpayer dollars.

(Space for comments continued on reverse)



## PH-CM13

 **I-405 Improvement Project  
Public Hearing  
Comment Sheet**

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Name (First and Last): Guy Genser Sandoval  
 Organization: none  
 Address (Optional):  
 Phone Number:      Email address: gg5esg@gmail.com

Comments: I prefer Alternative 2. It provides the best way to move the general public without penalizing those who can't afford the tolls. } 1

(Space for comments continued on reverse)

## PH-CM14

 **I-405 Improvement Project  
Public Hearing  
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Name (First and Last): Diane L. Stacey  
 Organization:  
 Address (Optional):  
 Phone Number:      Email address:

Comments: This could not get to  
I really don't know how you could do this again -  
leave us a lane - leave the Fairview Bridge also alone -  
You say this is coming from Measure M - I know it is  
coming from Higher Taxes - Thanks To Jerry Brown and all  
of you people who don't have anything else to do - but  
mess all of our lives up. } 2


(Space for comments continued on reverse)



PH-CM15

PH-CM15 Continued



## I-405 Improvement Project

### Public Hearing

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 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>ARTHUR VANDERREE</u>	
Organization: _____	
Address (Optional): <u>3075 LORLEN LN, COSTA MESA</u>	
Phone Number: <u>(714) 357-2299</u>	Email address: <u>avanderree@att.com</u>





Comments: WHY BUILD THE BRIDGE AT FAIRVIEW, DISRUPT TRAFFIC FLOW FOR SEVERAL YEARS, JUST TO ~~TEAR~~ RIP IT APART, AND START OVER AGAIN?

THE STATE IS BROKE. WHY SPEND MONEY WE DON'T HAVE? RETIRED PEOPLE ON A FIXED INCOME ARE GOING TO HAVE A DIFFICULT TIME PAYING THE TOLL.

NO MATTER WHAT ANYONE SAYS THIS PROJECT IS GOING TO BE RAMMED DOWN OUR THROATS.

AT WHAT POINT WILL THE OCTA AND CALTRANS START TO REBUILD THE FREEWAYS AFTER THE PROPOSED TRANSITION IS FINISHED. AS A CONCERNED HOMEOWNER AND TAXPAYER THIS IS

(Space for comments continued on reverse)

JUST A STOP GAP IN THE GRAND SCHEME OF BUILDING.

I'VE LIVED IN ORANGE COUNTY FOR 56 YRS, AND I'VE WATCHED THE FREEWAY SYSTEM GROW. WHATEVER IS DONE WILL BE OBSOLETE BY THE TIME IT IS FINISHED.

STAY OUT OF COSTA MESA!

Please use another sheet if you need more space for your comments.

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## PH-CM16, PH-CM17, and PH-CM18

I-405 IMPROVEMENT PROJECT  
PUBLIC HEARING

Public hearing taken at 2701 Fairview Road,  
Student Center, Costa Mesa, California,  
commencing at 6:00 p.m., Monday, June 4, 2012,  
before MICHELLE WADE, Certified Shorthand  
Reporter No. 12861.

Job No. 146734

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Page 1

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for your time.

(Individual comments).

MRS. CAROL LA ROCK: Peter and Carol, C-a-r-o-l,  
La Rock. La Rock, L-a, space, capital R-o-c-k. We're  
Costa Mesa residents. We live right off of Fairview and  
South Coast Drive. We use Fairview all the time to go  
back and forth and I do not want Fairview bridge --

MR. PETER LA ROCK: And we have Fast Track, but  
to access the 55, we have to go to Harbor in order to  
access the 55 to go over for the --

MRS. CAROL LA ROCK: To the carpool lane.

MR. PETER LA ROCK: -- to the carpool. You  
can't get it from Fairview.

MRS. CAROL LA ROCK: Anyway, we don't want the  
Fairview bridge torn down, repaired, added to. We don't  
want it, so we don't want alternative 3. Out of the  
question. } 1

MR. PETER LA ROCK: Portions of 3 could go, but  
it's like portions going to be -- I don't believe,  
submitted as a portion. } 1

MS. DEBBIE HULTS: Debbie, D-e-b-b-i-e, Hults,  
H-u-l-t-s. 3137 Boston Way, Costa Mesa. We don't want  
alternative 3. Doesn't seem to be a good plan. The  
traffic bottlenecks up further past the Santa Ana  
freeway. The freeway could be widened up there. We've } 1

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PH-CM18 Continued

1 already been through some correction and widening the  
2 freeway in Costa Mesa and widening the Fairview bridge.  
3 The construction was done right behind my house. There  
4 was pile driving during the day. I'm sure that I have  
5 foundation cracks in my home because of the pile driving.  
6 There was a lot of dust and dirt. I wasn't able to open  
7 my windows. It was hot and uncomfortable. I do have  
8 double-paned windows, but it doesn't help with the noise  
9 and I have suffered health problems since then. I have  
10 cancer. I can't go through those health issues again.  
11 The cost of replacing the Fairview bridge is  
12 now -- if they do alternative 3, will be wasted. Some of  
13 the other people made good points. And, well -- and  
14 there's no -- according to their document here, there's  
15 no -- this is incorrect information on the mobility of  
16 the alternative because it's not going to take me 13  
17 minutes, express, because there's no off-ramp in Costa  
18 Mesa. I would have to go to Magnolia and Warner. I go  
19 in Fountain Valley and double back to my house. This 13  
20 minutes, I'm going to assume, is more like 30 minutes, so  
21 there's no benefit for Costa Mesa for alternative 3.  
22 He said, when he was talking, it's going to be  
23 similar to the 91. I got this information from the  
24 National Motorist Association president, an article by  
25 James Baxter. It was in the Wisconsin State Journal.

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PH-CM18 Continued

1 When -- on the 91, when it clogs in the model -- the  
2 contract for the 91 Express Lanes prevented expansion of  
3 freeway lanes. As a result, congestion got so bad that  
4 in April 2002 the Orange County Transportation Authority  
5 paid 207.5 million to buy out the toll lanes that  
6 originally cost just 139 to build. So we don't want the  
7 same model as he mentioned as the 91.  
8 He also said "funds from other sources," so what  
9 are the other sources? He didn't say that. And then,  
10 also, as far as paying for the -- to go on the highway,  
11 like one woman said, it's an extra tax. And we already  
12 pay -- I do have something. I think it's at least 26  
13 cents a gallon extra tax money in gasoline. So we  
14 already pay a high cost for our roads from taxes of  
15 gasoline. The toll road is -- it isn't competing with  
16 similar services. The highway users do not have viable  
17 alternatives to buy highway for all practical purposes.  
18 There are no other sellers competing for the motorist's  
19 business and realistic alternatives don't exist.  
20 As far as the environmental impact, the dust,  
21 dirt and noise was terrible. They will have to -- if  
22 they pick alternative 3, they have to improve the houses  
23 that -- I have elderly neighbors. I have neighbors with  
24 medical conditions. I have neighbors with small children  
25 and we just can't go through it again. We went through

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## PH-CM18 Continued and PH-CM19

1 it three years ago. All right.

2 MS. ANNA REAGAN: Anna Reagan. A-n-n-a,

3 R-e-a-g-a-n. 678 West 19th Street, Costa Mesa, 92627 at

4 Bethel Towers on 19th. Been there ten years, but I'm a

5 native. I was born in Los Angeles, but I have lots of

6 friends and relatives throughout here and everything,

7 and what they're talking about -- wait. In essence what

8 I'm saying is what has been printed up is they want it to

9 be like a throughway like the 91 Freeway. Some of my

10 kids and friends have -- have those transponders for the

11 91 -- listen to this -- and they have to spend time --

12 lose time at work because of transponder says -- takes a

13 picture and says you have to -- you have to pay a fine.

14 You didn't -- you're not up-to-date on it. Well, they

15 did pay it on time. And I have kids in Dallas who have

16 HOV lanes and they had the same problem. Those things

17 are defective. They don't always -- they're taking

18 pictures of valid transponders, but they're saying

19 they're not valid and that is a problem. And you have

20 working people -- all my kids, my friends, like her,

21 she's my friend, working people have to take time out to

22 go meet and tell them, "Oh, sorry. We made a mistake."

23 That is not a workable thing. I don't like those

24 transponders.

25 And, for one thing, those transponders were

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## PH-CM19 Continued

1 jerked out by the terrorist at 911 and I have a

2 son-in-law who works for American Airlines in Dallas and

3 my daughter called me and she said, "Mom, mom. Mike

4 can't find two of his planes." And I said, "Val, put on

5 the TV." And she and I cried and we prayed. So the

6 transponders were taken out. And people steel

7 transponders. In this day and age, are you kidding?

8 They steel anything. And so I don't like the HOV lanes.

9 If you look at the 91, not very many people take it. And

10 what the guy said tonight, that's true, they go from one

11 end to the other. We don't have that situation here with

12 our 405. You know, people go -- I have friends all over.

13 I go to Segerstrom Center. I go to South Coast Plaza. I

14 go to Vons. I don't need a bullet train. I don't need a

15 bullet freeway -- bullet-train freeway and that's what

16 they're trying to make of this, where people from Newport

17 Beach can go all the way through.

18 Here, in Costa Mesa, we're going different

19 places. We need all of our off-ramps -- our on- and

20 off-ramps just the way they are. And, as far as HOV,

21 lanes, I don't see that that's going to help. Maybe

22 carpool lanes work and that's about it and still they're

23 not filled up. You can have ten carpool lanes and people

24 won't take them. That's not the way Southern

25 Californians are. People who are dreaming up these

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PH-CM19 Continued

1 things are from other states. They have a different  
2 mentality or they live elsewhere, that they don't know  
3 how we live here in this area.

4 And so I think that they should not do anything  
5 for Costa Mesa area, the 73 and coming through the Costa  
6 Mesa area. I think they should do it all north from -- I  
7 think it's Magnolia or Warner somewhere -- and north to  
8 the 605. They need changes over there. So -- but it's  
9 just interesting that people want to make jobs. They  
10 want to get money for their organization they work for.  
11 And I think that's not a good reason to change it,  
12 because they need more money for their organization.

13 So think about us. We don't want Costa Mesa --  
14 we don't want Costa Mesa to lose the business, you know.  
15 And just like on -- off of Harbor Boulevard, I'm telling  
16 my daughter back East, I said, "Hey, you can go to  
17 In-N-Out Burger. You can go to 5 Guys on Harbor or you  
18 can go to Sonic Burgers." So all those new places just  
19 built. What's going to happen to them? And it's going  
20 to be terrible. We're going to lose a lot of business in  
21 Costa Mesa. And that's it. I think we shouldn't do the  
22 changes in Costa Mesa. We like things just the way it  
23 is.

24 (TIME NOTED: 8:30 p.m.)  
25

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Veritext National Deposition & Litigation Services  
866 299-5127

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4 I, the undersigned, a Certified Shorthand  
5 Reporter of the State of California, do hereby certify:  
6 That the foregoing proceedings were taken  
7 before me at the time and place herein set forth; that a  
8 verbatim record of the proceedings was made by me using  
9 machine shorthand which was thereafter transcribed under  
10 my direction; further, that the foregoing is an accurate  
11 transcription thereof.

12 IN WITNESS WHEREOF, I have this date  
13 subscribed my name.

14  
15 Dated: 6/14/12  
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MICHELLE WADE  
CSR No. 12861

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Veritext National Deposition & Litigation Services  
866 299-5127



## RESPONSE TO PUBLIC HEARING COSTA MESA COMMENTS (PH-CM)

### Response to Comment Letter PH-CM1

#### **Comment PH-CM1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

We acknowledge the opposition to tolling. The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

#### **Comment PH-CM1-2**

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

#### **Comment PH-CM1-3**

Part-time operation of HOV lanes is not part of the proposed project. Implementation of part-time HOV lanes would require a countywide or regionwide decision for consistency of driver expectation.



## **Response to Comment Letter PH-CM2**

### **Comment PH-CM2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

## **Response to Comment Letter PH-CM3**

### **Comment PH-CM3-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

## **Response to Comment Letter PH-CM4**

### **Comment PH-CM4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

## **Response to Comment Letter PH-CM5**

### **Comment PH-CM5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Based on the recommendation of the PDT, Caltrans determined that the open forum hearing format was appropriate for this project. Open forum hearings are preferred to formal hearings, because they result in greater and more balanced input and are less likely to result in confrontational situations.



**Response to Comment Letter PH-CM6****Comment PH-CM6-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

All exhibits used at the public hearings, including those showing the proposed improvements to local interchanges, were available during the public review period on OCTA's Web site at the following address: [www.octa.net/405improvement](http://www.octa.net/405improvement). In addition, EIR/EIS Appendix P, Project Plans, which includes the proposed improvements to local interchanges, was available during the public review period on Caltrans' Web site at the following address: [www.dot.ca.gov/dist12/405/index.htm](http://www.dot.ca.gov/dist12/405/index.htm).

**Response to Comment Letter PH-CM7****Comment PH-CM7-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-CM8****Comment PH-CM8-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Compensation for Construction Impacts.

**Response to Comment Letter PH-CM9****Comment PH-CM9-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in



your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PH-CM10**

#### **Comment PH-CM10-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PH-CM11**

#### **Comment PH-CM11-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

There are many HOVs with 3+ occupants that successfully use the SR-91 Express Lanes either free or at half price, depending on the time of day and day of the week.

#### **Comment PH-CM11-2**

Please see Common Response – Preferred Alternative Identification.

### **Response to Comment Letter PH-CM12**

#### **Comment PH-CM12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.



**Comment PH-CM12-2**

Please see Response to Comment PH-CM12-1.

**Comment PH-CM12-3**

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-CM13****Comment PH-CM13-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-CM14****Comment PH-CM14-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

**Comment PH-CM14-2**

Renewed Measure M was passed by the voters of Orange County, and the proposed project was included in that measure. For additional information, please see Common Response – Measure M Funding.



### **Response to Comment Letter PH-CM15**

#### **Comment PH-CM15-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

#### **Comment PH-CM15-2**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

#### **Comment PH-CM15-3**

As stated in the Draft EIR/EIS on page 2-26, construction is anticipated to start in 2015 and take a maximum of 54 months, depending on the build alternative.

#### **Comment PH-CM15-4**

Please see Response to Comment PH-CM15-2.

### **Response to Comment Letter PH-CM16**

#### **Comment PH-CM16-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Responses – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes and Preferred Alternative Identification.



**Response to Comment Letter PH-CM17****Comment PH-CM17-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Response to Comment Letter PH-CM18****Comment PH-CM18-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

**Comment PH-CM18-2**

All reasonable and feasible noise abatement will be constructed, as described in Section 3.2.7 of the Final EIR/EIS and final Noise Abatement Decision Report. Air quality Measures AQ-1 through AQ-14, described in Section 3.2.6, will avoid and/or minimize all construction-related air quality effects. As described in Section 3.2.6, emissions will be reduced under all of the build alternatives compared to the future No Build Alternative, and no permanent adverse project-related air quality effects were identified. Please see Common Response – Health Risks, Air Quality, and Compensation for Construction Impacts.

**Comment PH-CM18-3**

Only Alternative 3 would require replacement of the Fairview Road Overcrossing. Caltrans/OCTA have considered design options to avoid replacement of the Fairview Road Overcrossing under Alternative 3. Please see Common Response – Replacement of Fairview Road Overcrossing/Truncation of Tolloed Express Lanes.

**Comment PH-CM18-4**

We appreciate the comment, and it will be considered in development of the procurement method.



**Comment PH-CM18-5**

As described in Section 1.2.2.4 of the EIR/EIS, a large portion of the funding for the proposed project is included in Orange County's Renewed Measure M transportation sales tax initiative (countywide half-cent sales tax) funding program. Funding options to address the shortfall are currently under study. Table 1-10 shows the estimated costs and available funding for each of the build alternatives at this time. Each has a substantial funding shortfall compared to the forecast of available Measure M2 funding. Alternative 3, which includes tolled Express Lanes, would have additional funds from toll revenues. Additional funding could be sought from State, federal, and additional Measure M2 sources. Because of the tolling component of Alternative 3, there are additional options available to address the shortfall of Alternative 3 (e.g., a public private partnership and a TIFIA loan) that would not be available for Alternatives 1 and 2.

**Comment PH-CM18-6**

Please see Common Response – Compensation for Construction Impacts.

**Response to Comment Letter PH-CM19**

**Comment PH-CM19-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Transponders do not take pictures. Motorists who fail to use a transponder as required on the Express Lanes would have pictures taken of their license plates to be used for collection of the toll and any charges associated with failure to pay the toll.

**Comment PH-CM19-2**

The SR-91 Express Lanes are considered successful traffic management. They do not eliminate congestion in the GP lanes; they provide an option to that congestion to motorists willing to pay a toll. The tolls are set at the rates necessary to maintain high-speed operations. For an explanation of how this management works, see the Draft EIR/EIS, page 2-20. For additional information, please see Common Response – Opposition to Tolling.

None of the existing ramps on I-405 in Costa Mesa would be removed by any of the build alternatives. No additional carpool lanes are proposed for Alternatives 1 and 2. Under Alternative 3, the existing HOV lane would be incorporated into the proposed tolled Express Lanes, and HOVs meeting the occupancy requirement will use the Express Lanes free.



The SR-91 Express Lanes are in Orange County, California.

All of the build alternatives are anticipated to reduce congestion in the I-405 corridor; none are expected to eliminate congestion in the corridor, including the portion of the corridor in Costa Mesa, as shown in Draft EIR/EIS Tables 3.1.6-4, 3.1.6-5, 3.1.6-12, and 3.1.6-13. The benefits to congestion vary among the build alternatives. The benefits to congestion of the build alternatives are summarized in the Draft EIR/EIS in Tables 3.1.6-4 through 3.1.6-8 and Tables 3.1.6-12 through 3.1.6-14.

**Comment PH-CM19-3**

Please see Common Response – Impacts to Businesses.